

LPC# 0316505070 Cook County
Pullman Car Manufacturing Company
"Pullman State Historic Site"
SF/TECH



Phase I Environmental Site Assessment



Prepared by:
Office of Site Evaluation
Division of Remediation Management
Bureau of Land

PHASE I ENVIRONMENTAL SITE ASSESSMENT

FOR:

Pullman Car Manufacturing Company
"Pullman State Historic Site"
748 E. 111th St. Chicago, IL
LPC 0316505070
ILB 000 000 135

PREPARED BY:

THE OFFICE OF SITE EVALUATION
DIVISION OF REMEDIATION MANAGEMENT
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
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December 16, 2013

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EXECUTIVE SUMMARY

The Illinois Environmental Protection Agency has completed a Phase I Environmental Site Assessment (Phase I ESA) for the Pullman Car Manufacturing Company (Pullman) located at 748 E. 111th St., Chicago, Cook County, Illinois. The results and conclusions of this Phase I ESA are based on a review of user provided information, available records pertaining to the property and the surrounding area, and interviews with local government officials. The results are also based on conditions observed during a site reconnaissance of the property conducted on October 15, 2013.

The Pullman site is located at 748 E. 111th Street within the City Limits of South Chicago (Figure – 1). The coordinates for a central location within the investigative property are 41.43885° N (Latitude), 87.363145° W (Longitude). The subject property is made up of two individual land parcels totaling approximately 12-acres (Figure – 2). Property use within this portion of South Chicago is a mixture of residential and industrial / commercial. Surrounding businesses include a Kellogg Manufacturing Company, a printing company, and a scaffolding company east of the subject property. A Baptist Church is located north of the property. Across from E. 111th Street to the south are a number of single family residences. The Pullman Car Manufacturing Company housed an Administration Building and a Front Erecting shops for Pullman car production, as well as the Corliss Steam Engine. The property was used from 1881 until roughly 1956 when the company ceased car production. The building structures remain on the property today with the exception of the south factory wing, which did not survive an arson fire in 1998. A more detailed history will be provided in Section 2.4 of this report.

Information gathered for completion of this Phase I ESA revealed recognized environmental conditions on the subject property during this assessment that need to be addressed. Notwithstanding, no assurances can be made regarding the chemical use, storage, and disposal practices of owners / operators of the subject property.

Possible data gaps that may exist in this Phase I ESA include a lack of knowledge regarding previous ownership, operations, and conduct of former tenants and/or employees not identified in information obtained and reviewed by the environmental professional. In addition, there is no way to assess potential impacts to the subject property from surrounding industrial / commercial properties without the collection of surface and subsurface samples.

The information obtained to complete this assessment indicates a potential release of hazardous substances, pollutants, contaminants, petroleum and petroleum products, and controlled substances due to past industrial activities that took place on the property. Since the future use of the subject property is determined to be a historical park site, a Phase II ESA is recommended in order to determine if potential risks to human health and the environment exists.

1.0 Introduction

1.1 Purpose

On September 11, 2013, Illinois EPA Office of Site Evaluation initiated work on a Phase I Environmental Site Assessment (Phase I ESA) at the Pullman Car Manufacturing Company in South Chicago, Illinois. This report presents the findings of the Phase I Environmental Site Assessment.

The Phase I ESA was conducted to identify Recognized Environmental Conditions (RECs) that exist on the subject property. For purposes of this report, Recognized Environmental Conditions means the presence or likely presence of any hazardous substance or petroleum product on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water or the property. The term REC includes a potential release or release of hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimus conditions that generally would not be the subject of an enforcement action. The Phase I ESA conducted at Pullman included: review of available records pertaining to the property and the surrounding area; interviews with local government officials, and site reconnaissance.

1.2 General Conditions and Limitations

The Illinois EPA utilized experienced and trained professionals to conduct and prepare this Phase I ESA. All findings in this report are based on information provided by user provided

information, governmental records, visual observations from site reconnaissance, analytical results from samples collected on-site, interviews with the site manager, local government officials, and adjacent property owners. No warranty or guarantee is made with respect to the data reported by the findings, observations, conclusions, recommendations and opinions expressed in this report. The findings, observation, conclusions, recommendations and opinions found in this report are the result of a reasonable analysis of site conditions and existing data available at the time of the environmental assessment. Due to the limitations inherent in gathering reasonably ascertainable information regarding the subject property, and the validity of information obtained from interviews, it is possible for data gaps to exist in this report. It is feasible that data gaps in this report could lead to unidentified environmental conditions.

This report is being prepared by the Illinois EPA for the use by the Illinois Historical Preservation Agency (IHPA), the City of Chicago, and the State of Illinois.

2.0 Site Description

2.1 Location

The Pullman site is located in a mixed industrial/residential/commercial area, and bordered by South Cottage Grove Ave. to the west, E. 111th Street to the south, and businesses directly to the north and east (Figure – 1). The coordinates for a central location within the property are 41.43885° N (Latitude), -87.363145° W (Longitude) and the elevation is approximately 597 feet above sea level. The site is made up of two parcels

totaling approximately 12-acres (Figure – 2). The property located in Section 14, Range 14 East, and Township 37 North.

2.2 Site and Vicinity Description

The subject property roughly 12.8 acres and is divided into two separate parcels with three structures currently remaining on the property (Figure – 3). The two parcels will be referred to by the last two digits of the corresponding Property Index Numbers (PINs). The northeast corner of the property (PIN 45) is overgrown with debris piles and fallen trees measuring approximately three acres. The remainder of the property (PIN 46) contains the remains of the Pullman Administrative Building, Front Erecting Shop, and the southern portion of the Rear Erecting Shop. This area measures roughly 9.7 acres. Figure - 4 is a historical map which shows the location of these structures at time of construction. In 1998, a fire caused severe damage to the Administrative Building and destroyed the 1907 South Factory Shop addition. Debris left over from the factory remains onsite as well as overgrown vegetation.

A concrete surface is present where the 1907 addition stood, as well as surrounding the remains of the South Rear Assembly Shop which served as a foundation for the buildings. Currently a concrete path surrounds the left entrance portion of the property for walking while dirt path surrounds the remainder of the property. The area once occupied by Lake Vista, which was located directly in front of the property, now consists of top soil covered with vegetation. On the east side of the Pullman site contains multiple tunnels consisting of steam-pipes as well as overgrown vegetation, asphalt/concrete debris, and leftover parts of

the transfer pits. Access to the Pullman site is currently limited with one gated entrance to the west portion of the property. A fence is present along the perimeter of the property boundary.

The surrounding area use is a mixture of residential, commercial, and industrial use. A north/south trending railroad track runs parallel to S. Cottage Grove Avenue. Property use to the west of the railroad tracks is predominately residential, while east of the tracks is predominately industrial/commercial. The area located to north of the property contains a Baptist Church and residential housing. South of the subject property contains Hotel Florence which currently serves as offices for the IHPA members working on the Pullman site.

The topography of the property and surrounding area is relatively flat or gently sloping to the east. Since the subject property is located in an urban setting, runoff is controlled primarily by the City's storm water sewer system. The nearest surface water body is Lake Calumet located approximately two miles southeast of the subject property. Lake Calumet is the one of the largest bodies of water within Chicago city limits, and drains into the Calumet River. Access to Lake Michigan from Lake Calumet is way of the Calumet River which flows north.

Surface soils in the vicinity of the Pullman site are classified as urban soil meaning that at least 85 percent of surface is covered by pavement and buildings and also refer to those that have been altered and periodically move around. The rest of the surface is comprised

of clay, silt, sand, and earthy fill with moderate drainage capability (USDA, 1970). Surface may also contain loamy-skeletal Orthents which may hold rock fragments as well as other debris.

Drinking water for the City of Chicago is supplied by a surface water intake at Lake Michigan, located approximately 4.6 miles to the north of the facility (Illinois EPA, SWAP Factsheets).

2.3 Current Property Use

Currently the Pullman Car Manufacturing Company historic site is being used for a variety of activities open to the community. These activities include: above ground urban gardening, beekeeping, bird watching, as well as conducting historical tours throughout the year. The Illinois Historical Preservation Agency is in the process of reconstruction and restoration of the North Factory Wing and the Administrative Building/Clock Tower, stabilize and rehabilitate the rear/front Assembly Shops, rebuilding the South Factory Wing, and restoring the original landscape design. The plan is to use the subject property as a cultural tourism attraction.

2.4 Property History and Past Uses

George Pullman was one of the original owners of the property and the property was known as the Pullman Palace Car Company site. The construction of the Administration Building with a clock tower, Wood Machine Shop, and the Front and Rear Erecting Shops of the Pullman District began in 1880 and were completed in April of 1881 (Figure – 4).

The Administration Building with a clock tower was the focal point of the Pullman District and was able to be seen throughout the district. The main assembly shops were centered around the Administration Building. Lake Vista, a manmade lake was created in front of the Administration Building for a picturesque look as well as being a cooling pond for the Corliss Steam Engine which was housed in the northeast section of the property. In ground transfer pits were used to move the Pullman Luxury Car frames from one shop to another. The Corliss Steam Engine ran off steam and powered a majority of the factory's machinery. In 1899, Lake Vista was filled due to the cease of using the Corliss Steam Engine for powering the factory.

George Pullman died in 1894 and Robert T. Lincoln became President of the company. During his period of leadership, the company name changed to 'The Pullman Company'. Sometime after 1907 the structures that were located on the property transitioned from lumber frames to steel frames, and the South Erecting Shop was added to accommodate the use of heavier steel. Using tracks in the floor to transfer the railcars from each assembly shop, the production of the luxury car continued to thrive. The Front and Rear Erecting shops were linked by these tracks, forming a type of assembly line for production. In 1927, the company was renamed to 'Pullman Incorporated.'

The Administrative Building was no longer used by 1943, and in 1957 Pullman sold the property to Castle Steele. From 1957-1969, Castle Steel ceases operations, sells buildings, but retains land ownership of the property. In 1957, an automotive/truck repair shop opened in the southeast portion of the subject property and was in use until 1994. Around 1969, Intercontinental Steel gains ownership of the buildings on site. In 1980, Union Steel consolidated ownership of the land and buildings on site. In 1983, the R. L. Perlow

Corporation purchased the subject property from Union Steel. In 1990 the Illinois Historical Preservation Agency purchased the property from R. L. Perlow Corporation. In December of 1998 a fire was started by a local resident, which destroyed the 1907 addition as well as causing damage to the Administrative Building and foundational issues to the Rear Erecting Shops. In 2005 the Administrative Building's Clock Tower was reconstructed. The rest of the factory is still currently undergoing a renovation.

2.5 Current and Past Uses of Adjoining Properties

A portion of the property east of the main manufacturing area is also part of the Pullman Factory and housed the rear freight house and paint shop. The Kellogg Manufacturing Company, a printing company, and a scaffolding company (constructed in 1959) are also located east of the manufacturing complex. A Baptist Church now sits on the northern part of the Pullman Factory that once housed the company blacksmith shop and iron machine shop. To the west of the site was a residential part of the Pullman District where factory workers lived. To this day, the area has remained primarily residential. To the south of the site sits Hotel Florence and additional residential areas. Hotel Florence was constructed during the Pullman Era and still sits on the property. Today Hotel Florence acts as the office for the members of the Illinois Historical Preservation Agency that work on the Pullman District.

3.0 Records Review

The Illinois EPA's OSE utilized publically available sources, including but not limited to, city directories, Sanborn Fire Insurance Maps, aerial photos, topographic maps, State and Federal databases, and interviews to obtain information contained in this report.

3.1 Aerial Photo Review

The earliest aerial photo attainable was a 1938 photo (ISGS, IHAP 1937-1947). Additional photos for the years 1958, 1968, 1977, 1982, 1999, and 2005 were obtained from the Illinois Department of Transportation. Appendix – A contains aerial photos showing the subject property area. The 1938 aerial photo supports the information found on the 1897 Sanborn Map. The parcels making up the subject property were used for buildings for manufacturing Pullman Luxury Cars. The residential area to the west of the subject property has expanded over time. The full Pullman District was still intact at this period. The 1958 aerial photo shows that some of the Pullman industrial complex had been torn down, while the residential areas surrounding the subject property to the west and the south had expanded. The 1968 aerial photo showed little change from the 1958 aerial photo, except for the potential use of the remains of the factory building to the east of the subject property being used for a business. In the 1977-1982 aerial photos, you can see that some of the factory building to the east of the subject property had been torn down and the presence of what appears to be tractor trailers on site. In the 1999 aerial photo, you can see the damage the subject property encountered after the fire that caused severe damage to the Administrative Building/Clock Tower. A building to the east of the property that has

been seen in previous photos with a building and a full parking lot had been torn down as well. The 2005 aerial photo shows the remains of the subject property after the South Factory Wing had been demolished. This photo also documents that the rooftops to the Administrative Building and the South portion of the Rear Assembly Shops are missing.

3.2 Sanborn® Fire Insurance Maps

The earliest Sanborn® Fire Insurance Map was from July 1901 and shows coverage of the Pullman site and the entire Pullman District (Appendix – B)(ISL website). A 1938 map was also found which shows the immediate area of the Pullman site (Appendix – C). A map from 1950 shows the Pullman site as well as the surrounding area (Appendix – D). As previously discussed, the trapezoidal city block that encompasses the subject property was used for construction of the Pullman luxury railcar. The property immediately north-northeast and east of this block was also used for the production of the Pullman railcar. The area to the west and south of the Pullman complex was designated residential areas, and primarily used by the workers in the Pullman District.

3.3 Historical Topographic Maps

A 1977 7.5 Minute Quadrangle Map was reviewed to identify significant topographic features near the subject property (Appendix - E) (USDI, 1977). The subject property is located within the City Limits of South Chicago. The topography near the site is gently sloping to the east toward Lake Calumet. Drainage is controlled by the North Chicago storm water sewer system. No key topographic features were noted within the immediate vicinity of the subject property.

4.0 Site Reconnaissance

The author of this report visited the property located at 748 E. 111th Street on October 15, 2013. At the time of the visit, there were three remaining structures present on the subject property. Figure - 3 is an aerial photo which shows the location of the three structures. The northern most structure was a large building that contained the North Factory Wing and just below that was a three story building that was known as the Administrative Building with the Clock Tower. The southernmost building on the property contains remains of the Rear Assembly Shop as seen in Appendix – F, photos 1 and 2.

The surface surrounding the buildings is primarily vegetative grass with portions of dirt pathways and concrete areas which are most likely a result of the previous structures on site. Access to the property along East 111th Street is restricted due to a locked fence. A fence is present along all borders of the Pullman site. Appendix - D contains pictures of the property during the reconnaissance.

An interview was conducted with a member of the Illinois Historical Preservation Agency on October 15, 2013. The Illinois Historical Preservation Agency is interested in the redevelopment of Pullman as a history center and cultural tourism attraction due to its vast historical significance. The buildings were constructed in 1881 and portions of them remain standing to this day. The subject property was in use as a site for Pullman luxury car manufacturing until approximately 1956 when the doors to the shops closed. An

automotive/truck repair shop was open on the southernmost portion of the site until roughly 1991 when the Illinois Historical Preservation Agency purchased the property. From 1991 until the present time the subject property remained closed with limited public access under the IHPA. According to the interviewee, arson started in December 1998, resulted in the destruction of the main factory building and the demolition of the South Factory Wing.

5.0 Interviews

5.1 Interview with Site Superintendent

An interview was conducted with Mike Wagenbach, a member of the Illinois Historical Preservation Agency responsible for the Pullman site on October 15, 2013. Due to the historical significance, the Illinois Historical Preservation Agency was interested in redevelopment of the subject property for tourism and public use purposes. According to Mr. Wagenbach, the property housed the Pullman Car Manufacturing Company from 1881-1957. The interviewee also provided information from a local resident's oral history on past ownership of the property. In 1957, Pullman sold the property to Castle Steel which ceased operations, sold the buildings to Intercontinental Steel, but retained land ownership. Union Steel purchased the buildings from Intercontinental Steel in 1980 but sold the property to R. L. Perlow Steel in 1983. An automotive repair shop opened the southeast portion of the site for roughly 30 years and may have caused potential contaminants to be released into the environment. Mr. Wagenbach also pointed out areas of concern such as a transformer pit to the front of the building, a large heat vent pipe the

lies behind the Administration Building, and the location of the former Lake Vista but was unaware of any activities in said areas that may have caused the release of hazardous substances or petroleum. He did note that the heat vent pipe may potentially be linked to an underground storage tank which may contain possible contaminants.

6.0 HAZARDOUS SUBSTANCES IN CONNECTION WITH IDENTIFIED USES

6.1 Recognized Environmental Conditions (RECs)

The following sections identify Recognized Environmental Condition's (REC's) based on a site reconnaissance and historical data gathering during the beginning of Phase I ESA. For this Phase I Report, REC's indicate the presence or likely presence of any hazardous substance or petroleum product on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water on the property.

6.1.1 Lake Vista

Historical records show that from 1881-1899, Lake Vista, a manmade lake was created and stood in front of the Administration Building. The lake was used as a cooling pond for the Corliss Steam Engine as well as a reflecting pool for the clock tower. In 1899, the lake was filled with slag (byproduct of steelmaking) and debris brought in from a nearby steel manufacturing company, Acme Steel. A five inch layer of topsoil caps the previous location

of the lake. Due to the unknown nature and origin of the slag, it may be contributing to potential contamination of soil and groundwater. The remains of the lake are now covered by grass and portions of South Cottage Grove Ave (Figure – 5).

6.1.2 Transformer Pit

During the investigation at the Pullman site, a transformer pit was discovered just east of the Administration Building (Figure – 5). The pit measures approximately 15 feet by 15 feet and is surrounded by concrete on four sides. Due to the historic use of Polychlorinated Biphenyls (PCB's) in transformers, this may be an area of concern that will need to be investigated during Phase II activities.

6.1.3 Potential Underground Storage Tank

The investigation also led to the discovery of a large vent pipe protruding from the ground on the east of the Administration Building and just north of the remains of the Rear Erecting Shop (Figure – 5). The vent pipe is a sign of a potential underground storage tank which could potentially contain petroleum or other hazardous substances. If the tank is present and if leaking, it could potentially contaminate groundwater as well as surrounding soil.

6.1.4 Corliss Steam Engine

Historical records show that the Corliss Steam Engine was housed to the northeast of the Pullman property, in the boiler room (Figure – 5). The Corliss Steam Engine used coal fire and water to create steam that was utilized by the Pullman Factory for power. The use of

the Corliss Steam engine produced solid waste products such as bottom ash and heavy metals. These waste products may have been deposited on site and may have impacted surface and subsurface soil in the vicinity of the Corliss Steam Engine. The soil around the boiler room could potentially be contaminated with wastes generated from the operation of the Corliss Engine.

6.1.5 Automotive Repair Shop

Sometime around 1957, an automobile/truck repair shop was opened in an area near the Rear Erecting Shop and remained in business until the early 1990s (Figure – 5). It is unknown what services were offered by the repair shop which could give rise to multiple potential contaminants released. It is highly likely that oil and grease have leached into the soil surrounding the repair shop. Other chemical hazards may include volatile organics from paints, fillers and solvents that may have been released or disposed of during automotive repair.

6.1.6 Contaminated Soil

Historically, the Pullman site was located in a highly industrial area on the Southeast side of Chicago known for its heavy industrial uses. More recently, an automotive repair shop operated from the southeast corner of the property but is no longer located there. Potential contaminants that may have been associated with past businesses may include both hazardous substances and petroleum products. Due to the fact that industrial businesses operated from this property, and the nature of contaminants that may be associated with those activities, there is a potential for the soil to be contaminated. The

surrounding area also has a history of industrial activities that may have contributed to contaminated soil. The contaminated soil may be randomly scattered throughout the property.

7.0 FINDINGS AND CONCLUSIONS

The subject property of this Phase I ESA is located within a trapezoidal shaped city block within the city limits of North Chicago, with boundaries formed by South Cottage Grove Avenue, East 111th Street, and fences along the other boundaries. The property is comprised of two individual tax parcels and shares property boundaries with vacant residential properties and commercial properties. The Pullman Factory Complex, with various names over the years has been located on the subject property since 1881 until present day. The property was purchased in 1991 by the Illinois Historical Preservation Agency. Property use in this portion of Chicago is a mixture of residential and industrial / commercial.

Information tabulated during the course of this Phase I ESA indicates the city block which contains the subject property was used industrial purposes from 1881 until roughly 1956 when the subject property ceased railcar production. A 1901 Sanborn fire insurance map revealed that industrial/commercial businesses have been present since that time to the north and east of the trapezoidal city block which contains the subject property.

Information gathered for completion of this Phase I ESA revealed no evidence of a release or threatened release of hazardous substances, pollutants, petroleum and petroleum

products, or controlled substances on the subject property. However, five or six potential recognized environmental conditions were identified on the subject property during this assessment. Given the fact that these conditions exist, the Illinois Environmental Protection Agency recommends that a Phase II investigation be conducted on the property.

8.0 References

ASTM E 1527-05 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process

Illinois Environmental Protection Agency Source Water Assessment Factsheets,
<http://dataservices.epa.illinois.gov/swap/factsheet.aspx>

Illinois State Geological Survey, Illinois Historical Aerial Photographs 1937 – 1947.
<http://moulin.isgs.uiuc.edu/ILHAP/webapp/ILHAP.html>

Illinois State Library, Sanborn Maps of Illinois, 1867 – 1970 (CARLI).
http://ftp.ilsos.net:2105/cdm4/index_sanborn.php?CISOROOT=/sanborn

United States Department of the Interior, Geologic Survey, Lake Calumet Quadrangle, Illinois – Indiana, 7.5 Minute Series (Topographic), 1977.

Wagenbach, Mike. October 15, 2013 Personal Interview conducted by Kelsey Townsend. October 15, 2013.

FIGURES

Figure - 1
Pullman Car Manufacturing Company
Site Location Map

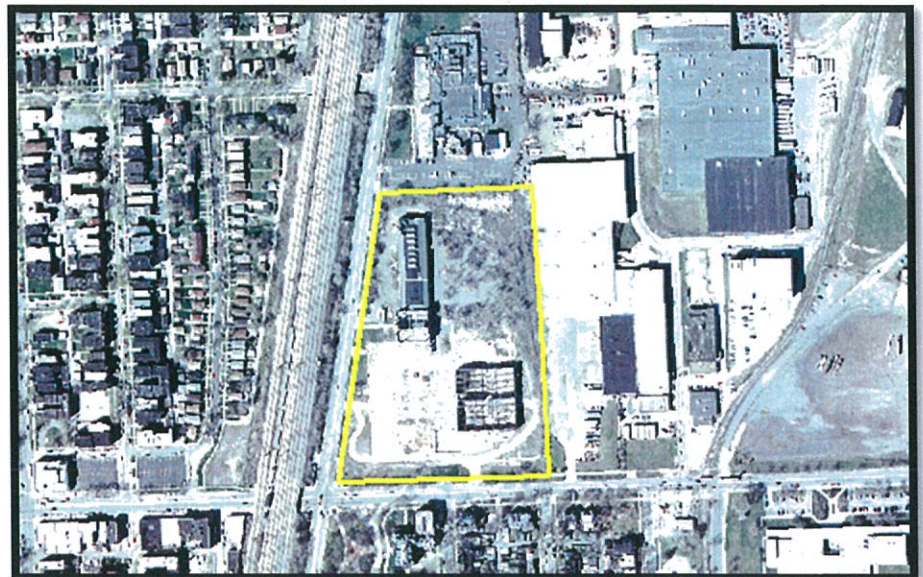
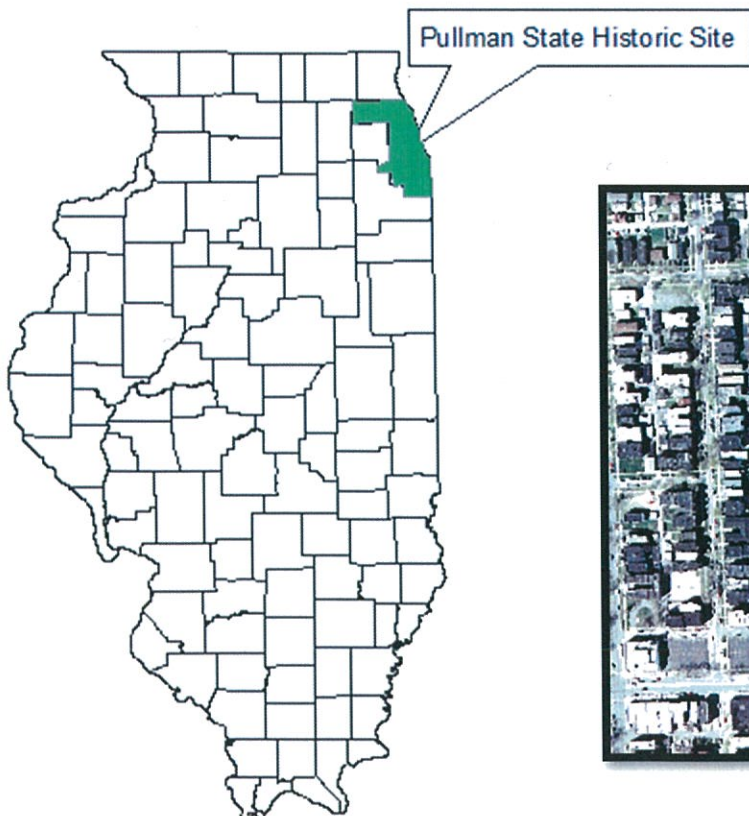
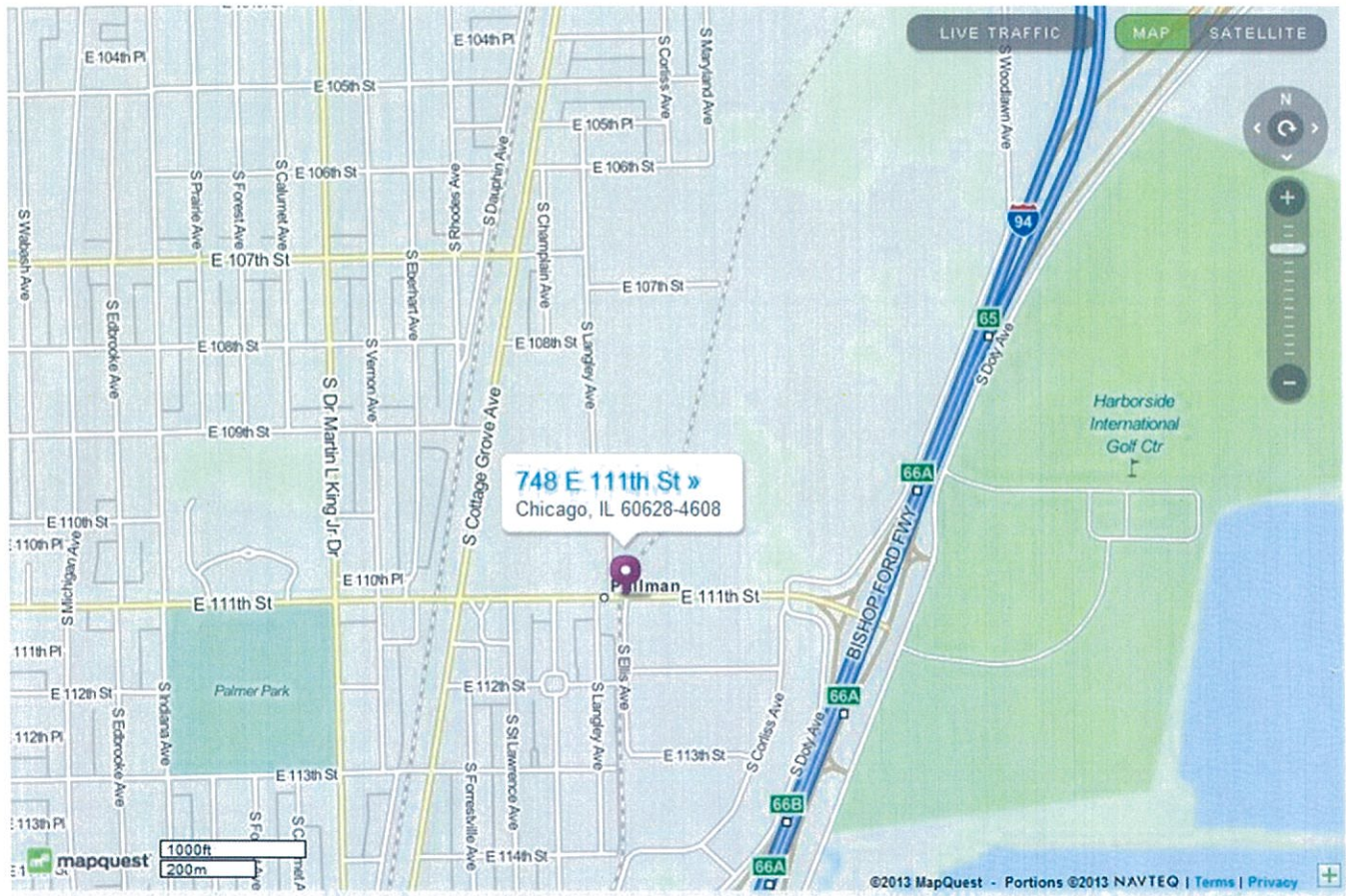


FIGURE - 2
748 E. 111th St.
Tax Parcel Map

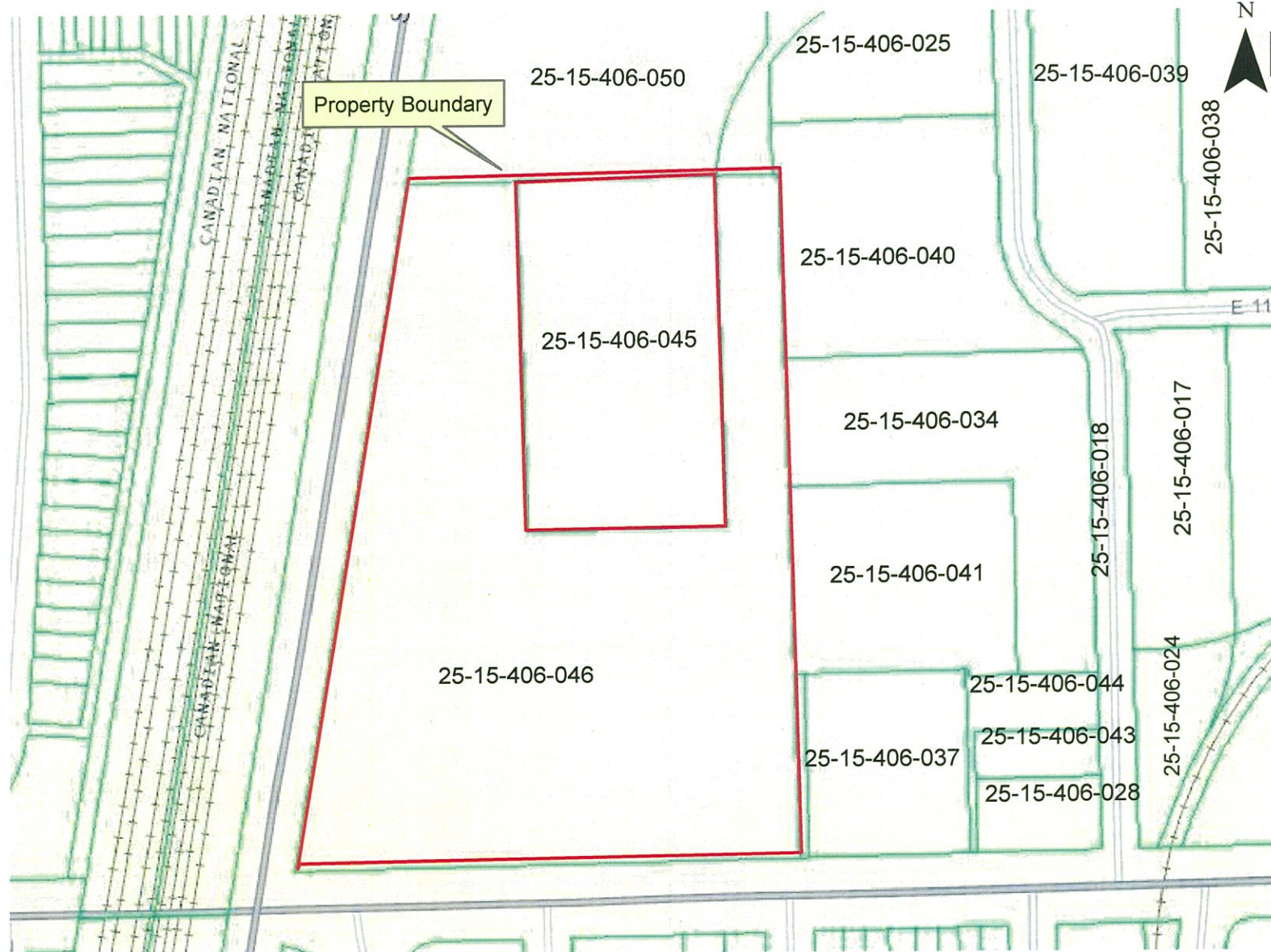


Figure 3
Regional Aerial Photo Map
Pullman Car Manufacturing Company



0 255 510 1,020 Feet

Pullman, Illinois
in 1886

NORTH H
PULLMAN

Freight Shops

Roundhouse

Lumber Yard

Allen Paper Car Wheel Company

Blacksmith Shop

Iron Machine Shop

Coil Engine House

Wood Machine Shop

Water Tower

Boiler

Dry Kilns

Paint Shop

Front Erecting Shop

Administration Building

Lake Vista Cooling Pond

Front Erecting Shop

Rear Freight House

PULLMAN
FACTORY
CO MPL EX

Pullman Cars

Transfer Table

Gas Works Building

Freight Depot

Hotel Florence

Arcade Building

Argo Park

Greenstone Church

Market Hall

SOUTH
PULLMAN

Lake Calumet

Rock Island Railroad

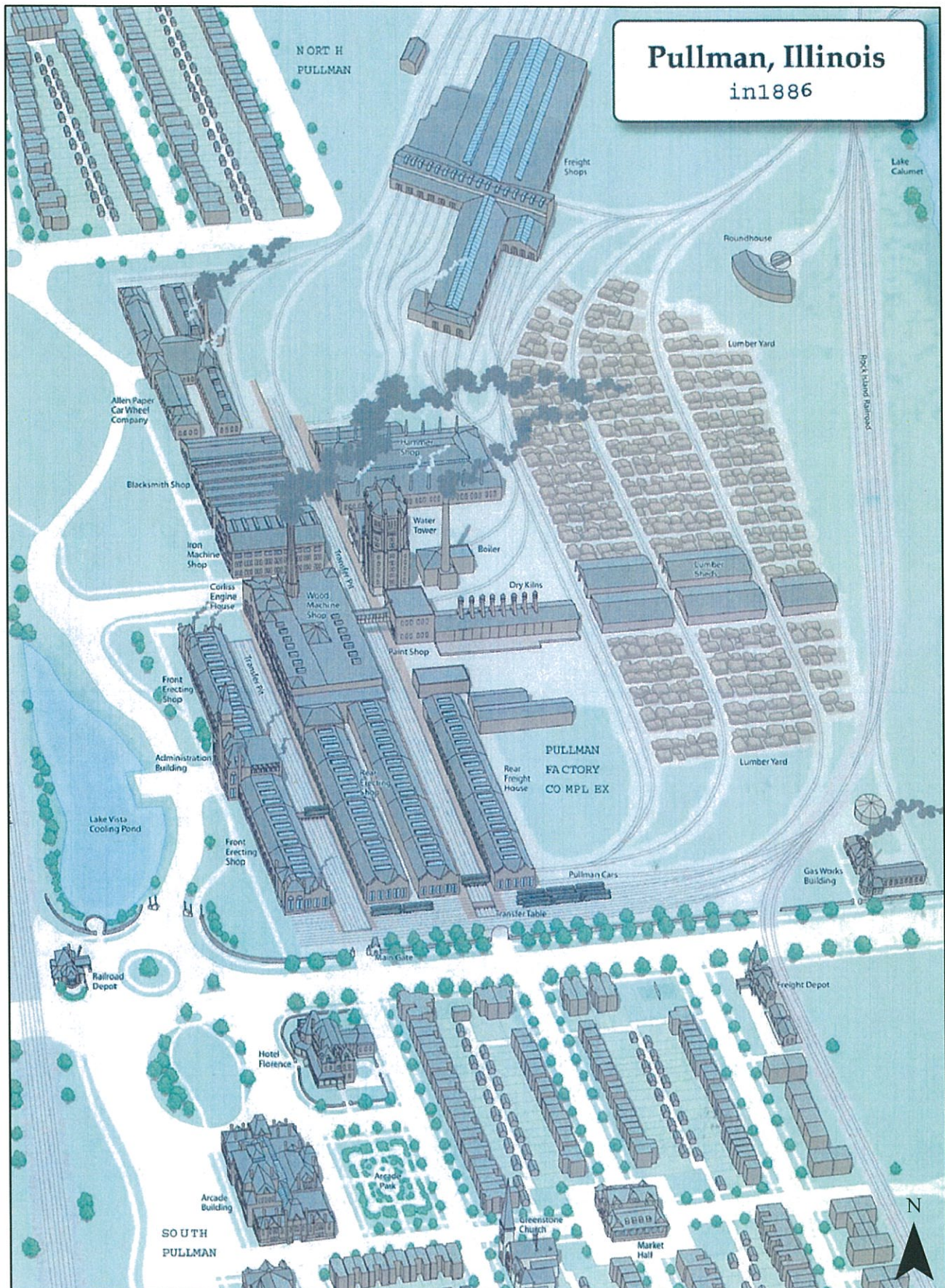
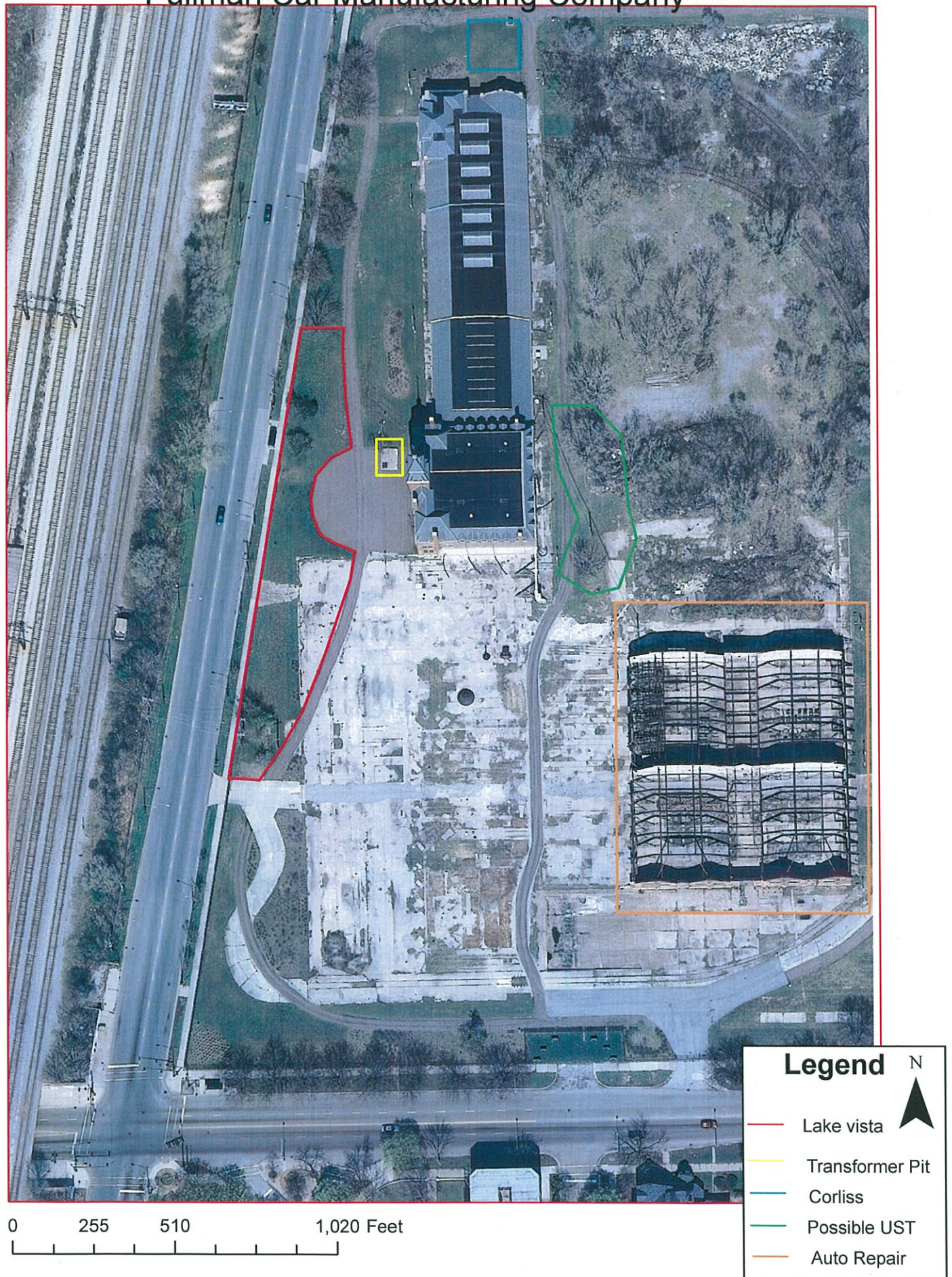


Figure - 5
REC Location Map
Pullman Car Manufacturing Company



APPENDIX – A

Aerial Photos



1938 Aerial Photograph

Site Location

0 337.5 675 1,350 Feet

August 21, 1958 Aerial Photo

Site Location

N



November 22, 1968 Aerial Photo

Site Location



March 8, 1977 Aerial Photo

Site Location





June 24, 1982 Aerial Photo

Site Location





Site Location

March 27, 1999 Aerial Photo

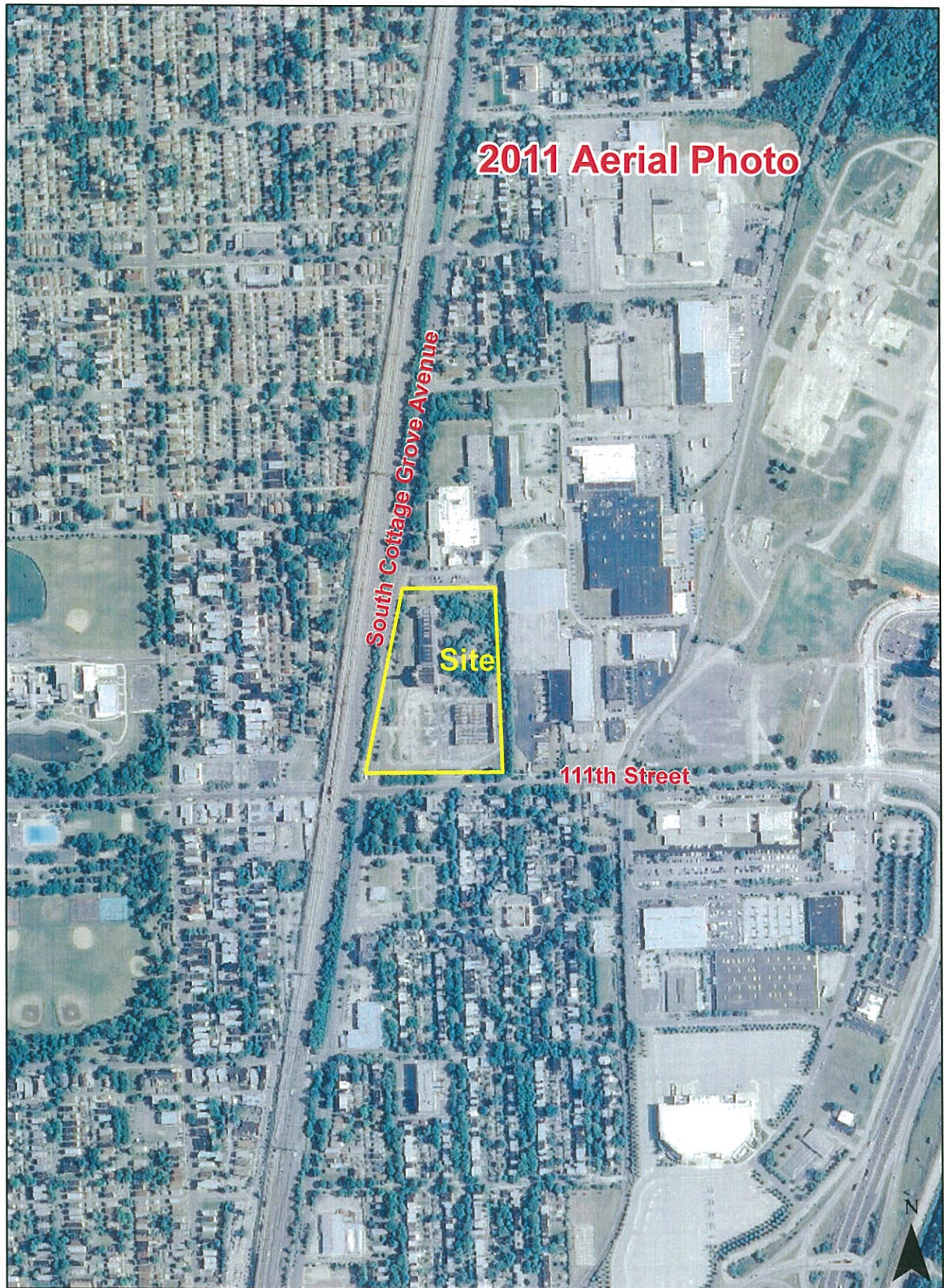
N



2005 Aerial Photo

Site

0 337.5 675 1,350 Feet



2011 Aerial Photo

South Cottage Grove Avenue

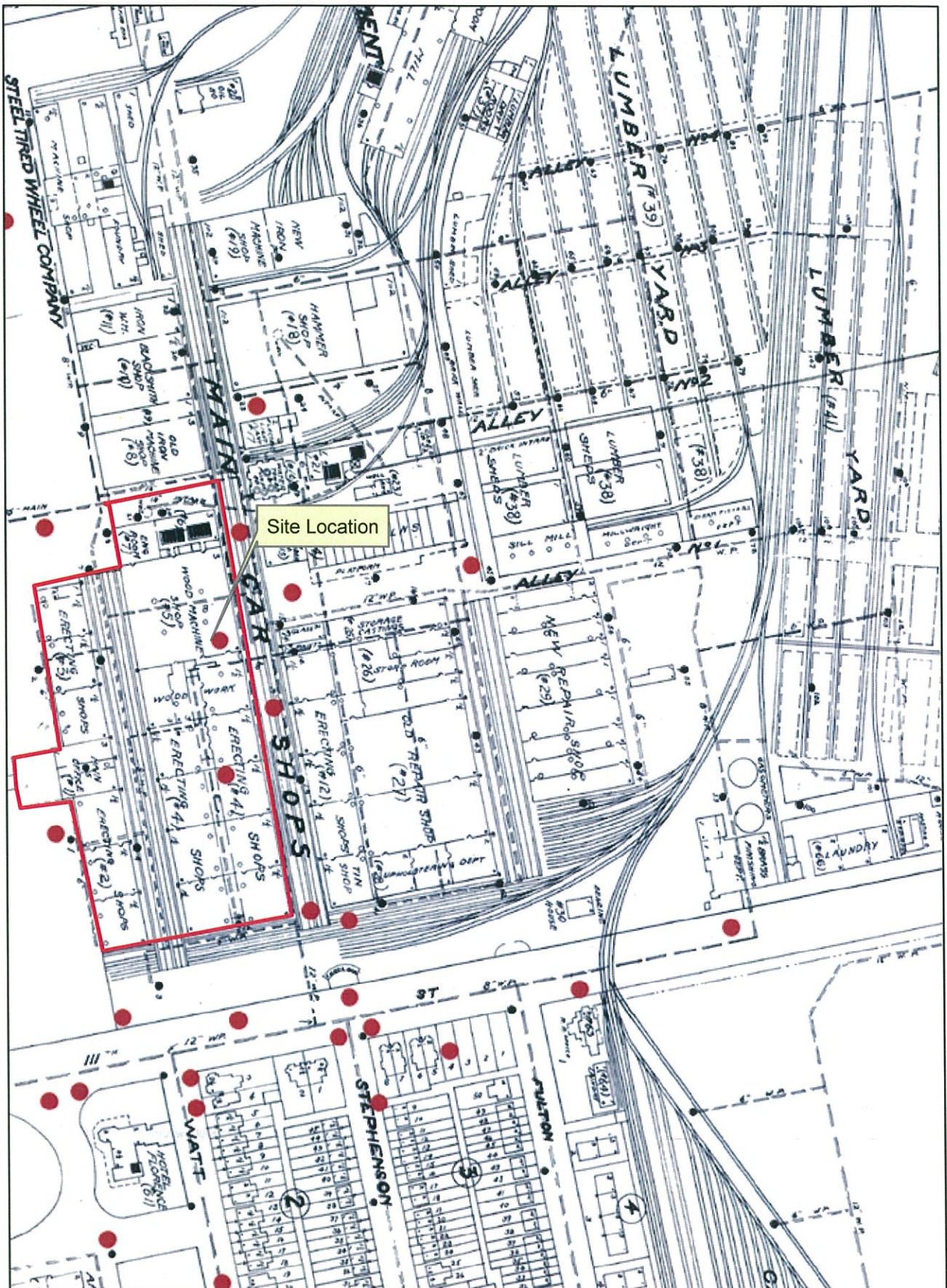
Site

111th Street

0 435 870 1,740 Feet

APPENDIX – B

1901 Sanborn® Fire Insurance Map



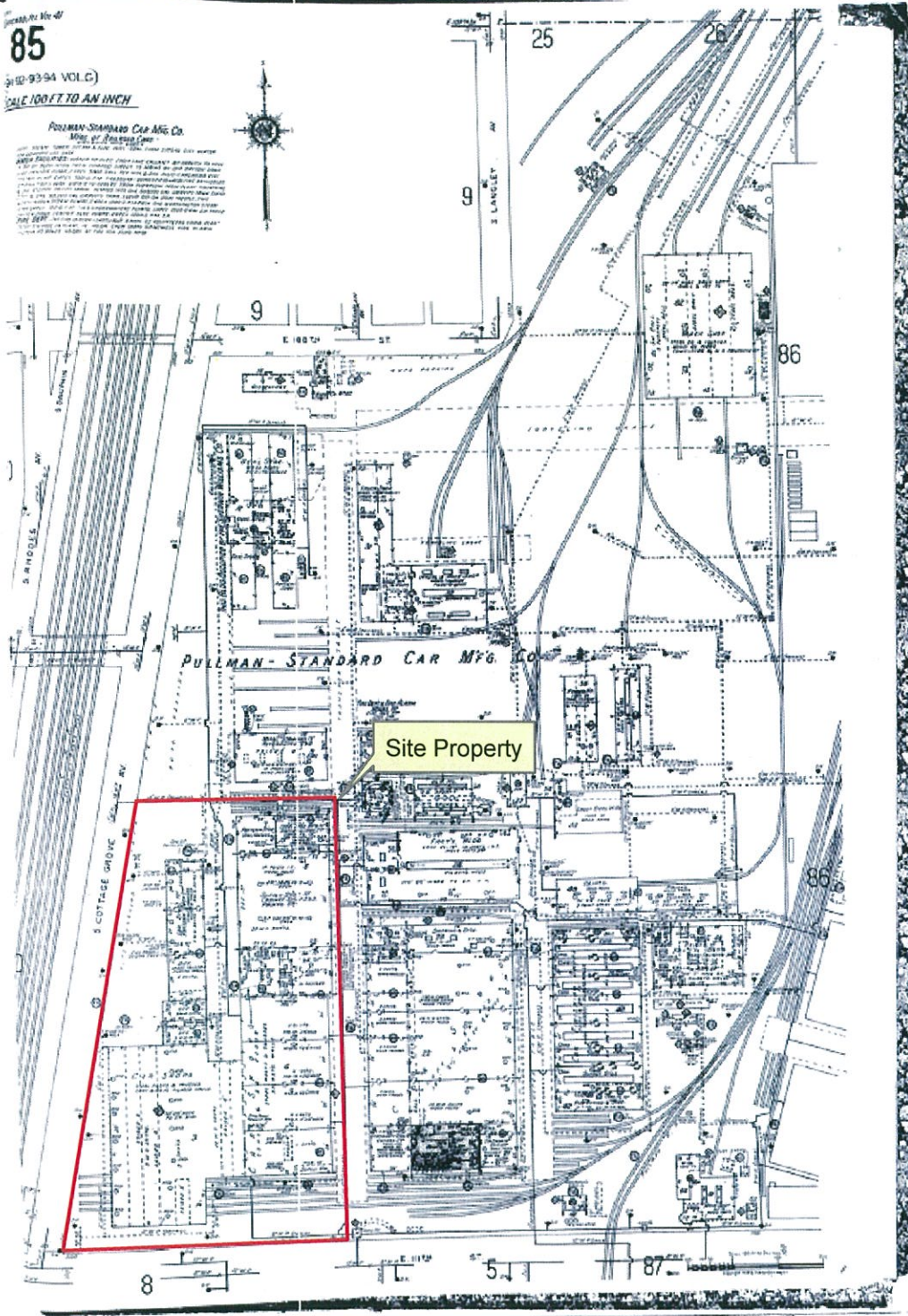
APPENDIX – C
1938 Sanborn Map

85

9-10-93-94 VOL. C

SCALE 100 FT TO AN INCH

PULLMAN-STANDARD CAR MFG. CO.
Map of Pullman, Idaho



APPENDIX – D

1950 Sanborn Map

ILL. 048
COLUMBIA, MO. 1887

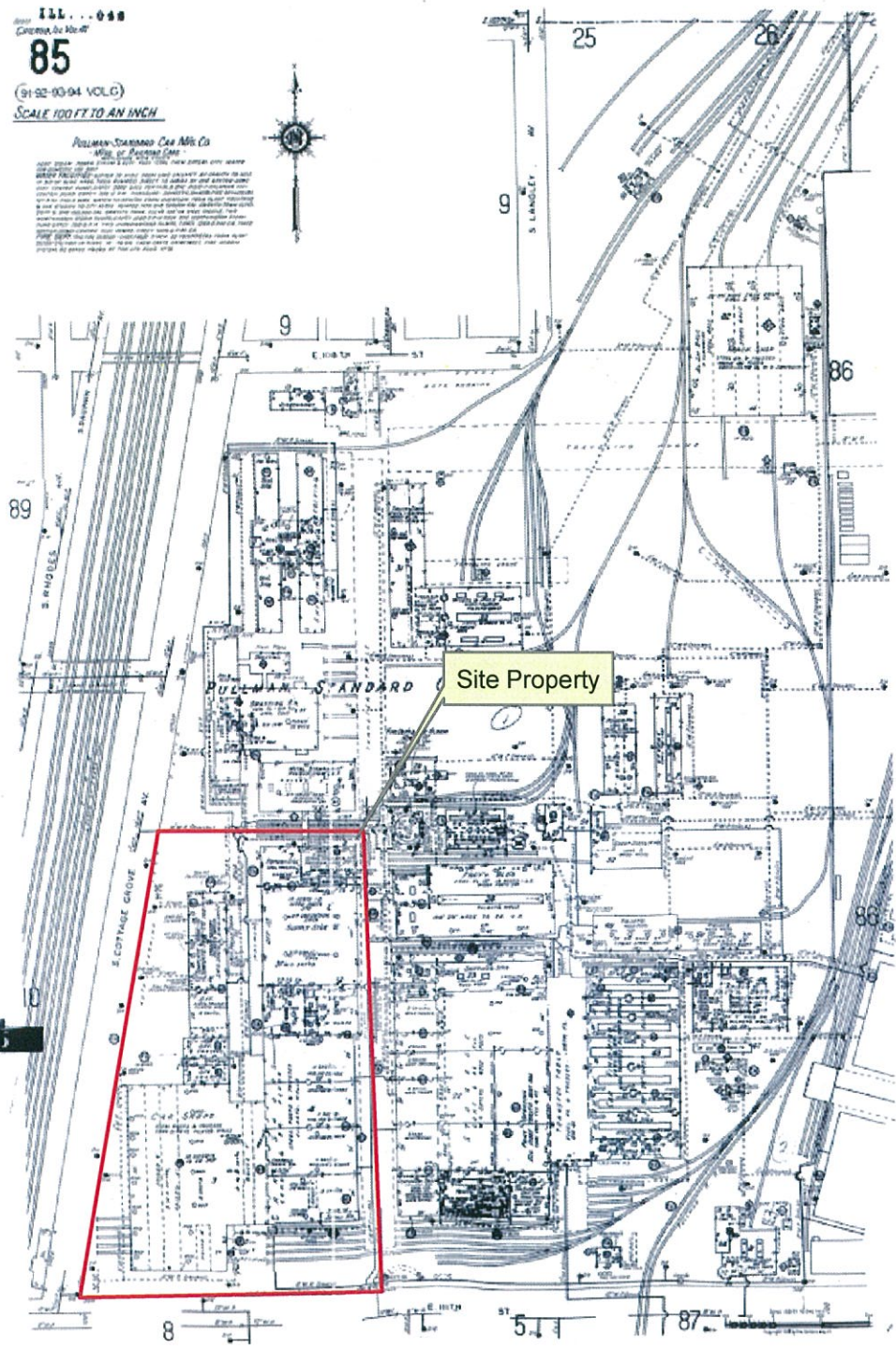
85

(91-92-93-94 VOL. C)

SCALE 100 FT TO AN INCH

PULLMAN-STANDARD CO. MAP OF PULLMAN

THIS MAP WAS MADE FROM AERIAL PHOTOGRAPHS TAKEN IN 1934 BY THE U.S. ARMY AIR CORPS. IT SHOWS THE PULLMAN-STANDARD CO. PLANT AND THE SURROUNDING AREA. THE MAP IS BASED ON THE 1934 AERIAL PHOTOGRAPHS AND THE 1934 CITY MAP OF PULLMAN, MO. THE MAP IS NOT A SURVEY MAP AND DOES NOT SHOW THE EXACT BOUNDARIES OF THE PULLMAN-STANDARD CO. PLANT. THE MAP IS FOR INFORMATIONAL PURPOSES ONLY.



Site Property

APPENDIX – E

7.5 Minute Quadrangle Map

APPENDIX – F

Site Photos

Appendix F- Site Reconnaissance Photographs
Pullman State Historic Site, Chicago, IL 60628
October 15, 2013

Date: October 15, 2013

Photo No: 1

Photo By: Kelsey Townsend

ILD 0316505070

Direction: Southeast

Comments: Photo taken southeast towards the rear of Pullman site. Photo shows the remains of the Rear Erecting Shop



Date: October 15, 2013

Photo No: 2

Photo By: Kelsey Townsend

ILD 0316505070

Direction: North

Comments: Photo taken inside the building facing north.



Appendix F- Site Reconnaissance Photographs
Pullman State Historic Site, Chicago, IL 60628
October 15, 2013

Date: October 15, 2013

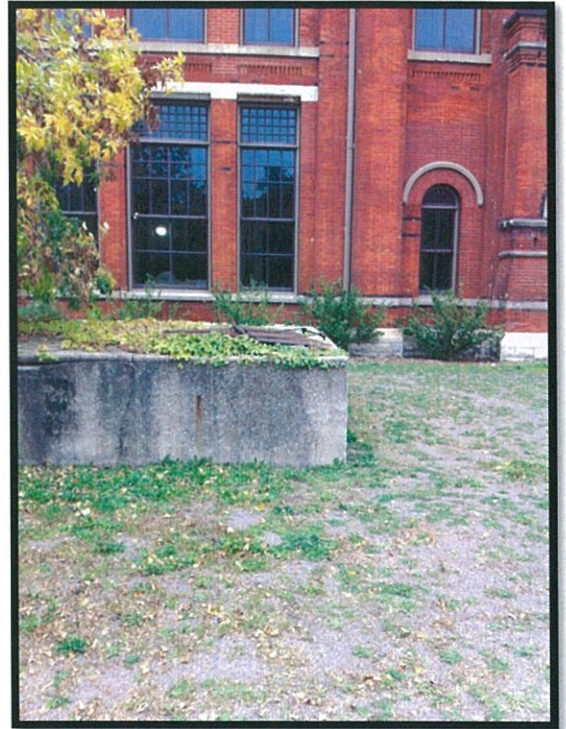
Photo No: 3

Photo by: Kelsey Townsend

ILD 0316505070

Direction: East

Comments: Photo taken of transformer pit sitting in from of the Administration Building.



Date: October 15, 2013

Photo No: 4

Photo by: Kelsey Townsend

ILD 0316505070

Direction: South

Comments: Photo taken in front of Administration Building, looking to the south. Overlooks dirt walking pathway as well as parts of where Lake Vista stood.

